



# Rockville Metro Station Visioning & Concept Development Visioning Workshop Recap

# INTRODUCTIONS AND STUDY OVERVIEW

VISIONING WORKSHOP

WHAT WE HEARD

NEXT STEPS

# Project Team



City of  
**Rockville**  
Get Into It

Technical Working Group

HR&A

SASAKI



**Stan Wall**  
*Partner-in-Charge*



**Steven Reilly**  
*Principal*



**Martin Zogran**  
*Principal*



**Jeff Levy**  
*Senior Urban Designer*



**Darrell Smith**  
*Transit & Rail Team Leader*



**Kevin Keeley**  
*Project Manager*



**Jared Press**  
*Director*



**Keiley Gaston**  
*Analyst*



**Doug Davies**  
*Deputy Project Manager*

Real Estate and  
Economic Development

Urban Design  
and Planning

Transportation  
Planning



# Client Team

Project Team	Additional City and County Staff	Technical Working Group
<ul style="list-style-type: none"> <li>Nina Albert <i>WMATA, Real Estate and Parking</i></li> <li>Steven Segerlin <i>WMATA, Real Estate and Parking</i></li> <li>David Levy <i>City of Rockville, Planning and Development Services</i></li> <li>Clark Larson <i>City of Rockville, Comprehensive Planning</i></li> <li>Andrea Gilles <i>City of Rockville, Comprehensive Planning</i></li> </ul>	<ul style="list-style-type: none"> <li>Ricky Barker <i>City of Rockville, Planning and Development Services</i></li> <li>Craig Simoneau <i>City of Rockville, Public Works</i></li> <li>Joana Conklin <i>Montgomery County DOT</i></li> <li>Corey Pitts <i>Montgomery County DOT</i></li> <li>Phil McLaughlin <i>Montgomery County Ride On</i></li> <li>Deana Archey <i>Montgomery County Ride On</i></li> </ul>	<ul style="list-style-type: none"> <li>Clark Larson <i>City of Rockville, Comprehensive Planning</i></li> <li>Rob Orndorff <i>City of Rockville, Recreation &amp; Parks</i></li> <li>Emad Elshafei <i>City of Rockville, Public Works</i></li> <li>John Hollida <i>City of Rockville, Public Works</i></li> <li>Cindy Rivarde <i>Rockville Economic Development, Inc.</i></li> <li>Marji Graf <i>Rockville Chamber of Commerce</i></li> <li>Gary Erenrich <i>Montgomery County DOT</i></li> </ul>

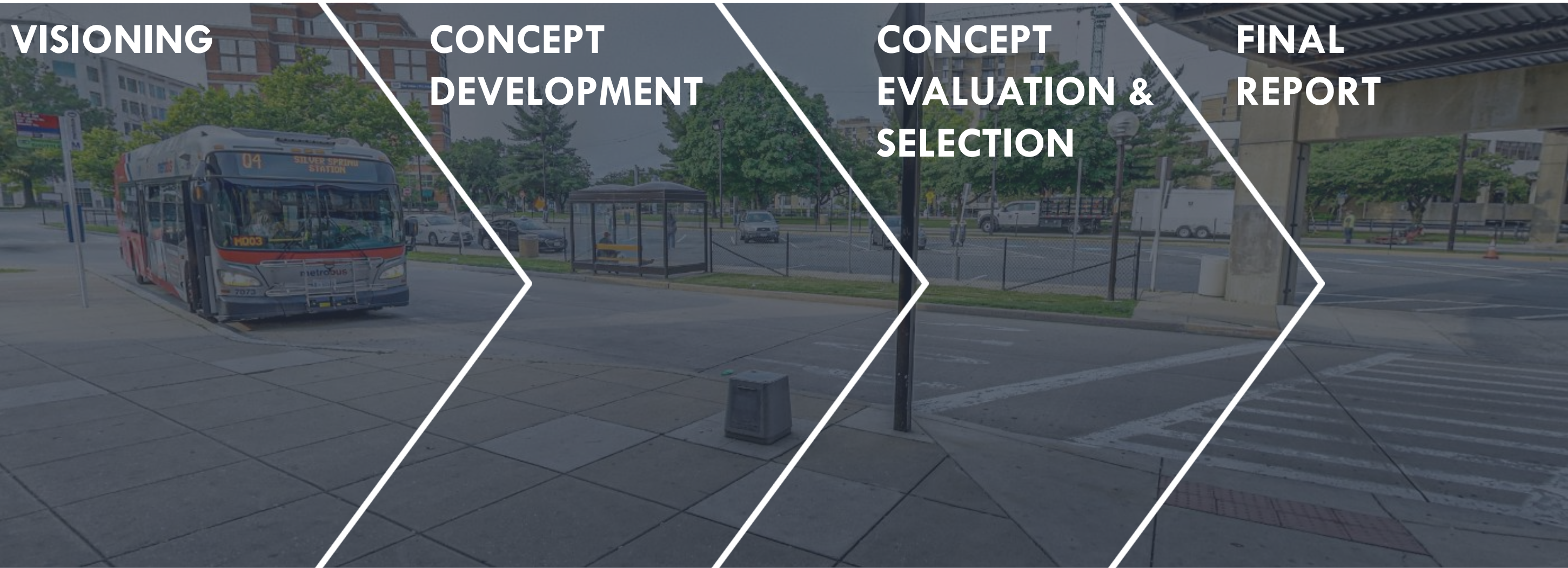


# Rockville Metro Visioning Study Goals

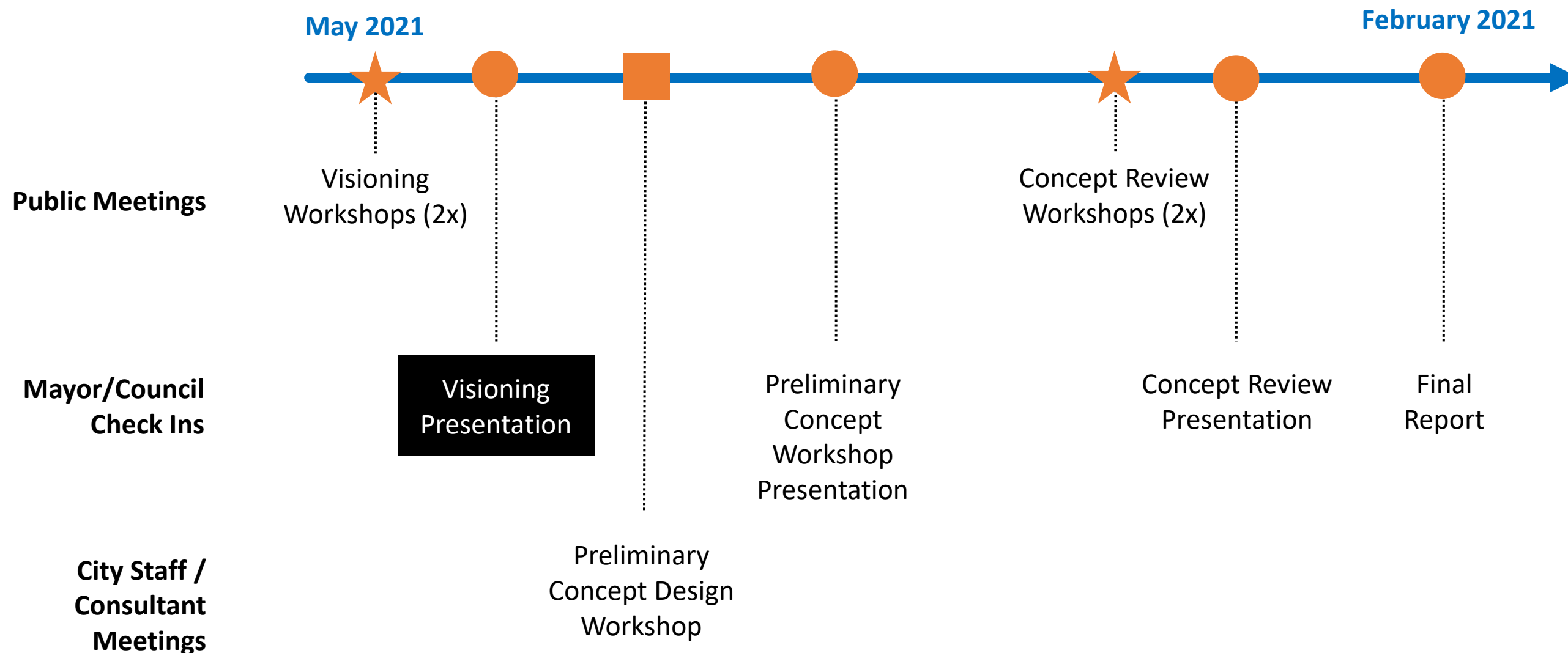
- 1** Gather input on station goals from the public and key City and County stakeholders.
- 2** Develop and refine three concept options to be evaluated based on transportation, financial, real estate, and placemaking merits.
- 3** Recommend a station concept for WMATA to continue advancing in collaboration with the City of Rockville and Montgomery County.



# Scope of Work



# Project Schedule





INTRODUCTIONS AND STUDY OVERVIEW

# **VISIONING WORKSHOP**

WHAT WE HEARD

NEXT STEPS



# Workshop Attendance

## Visioning Workshop 1

*Tuesday May 4, 2021*

*6:30-8pm*

*25 attendees*

## Visioning Workshop 2

*Saturday May 15, 2021*

*10-11:30am*

*32 attendees*

Tonight's Meeting

### PROJECT INTRODUCTION

TOD & TRANSPORTATION CONTEXT

EXERCISE 1 – YOUR UNDERSTANDING OF THE SITE TODAY

EXERCISE 2 – PRIORITY GOALS

WHAT WE HEARD

NEXT STEPS AND CONCLUSION



Station Tunnel



Pedestrian Bridge over Rockville Pike



Pedestrian Connection at Montgomery Ave and Monroe St

# Workshop Introduction

## Attendees were first introduced to the project:

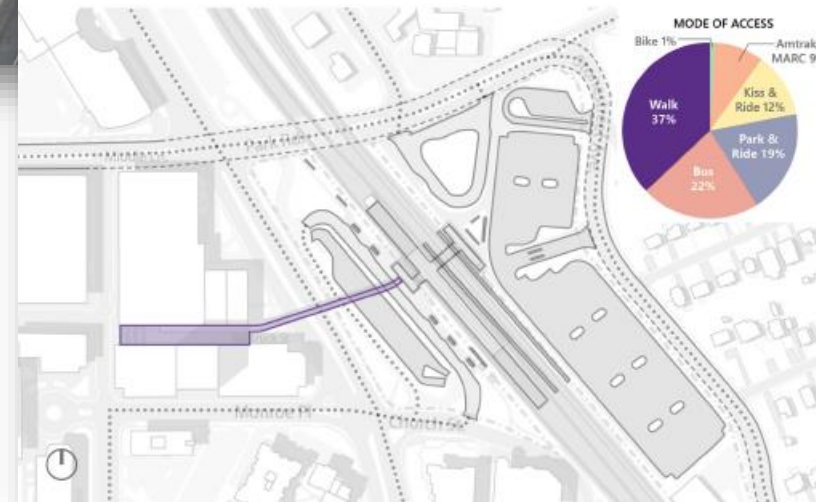
- Project Goals
- Project Schedule
- Site Overview
- Transit-Oriented Development (TOD) Summary
- Transportation Elements of the Site
  - Metrorail
  - Pedestrian Bridge
  - Bicycle
  - MARC/Amtrak
  - Bus
  - Kiss & Ride
  - Park & Ride

### Transit-Oriented Development



- Compact
- Mix of uses
- Walkable
- Human scale
- Transportation choices

### Transportation Elements: Pedestrian Bridge



#### Challenges

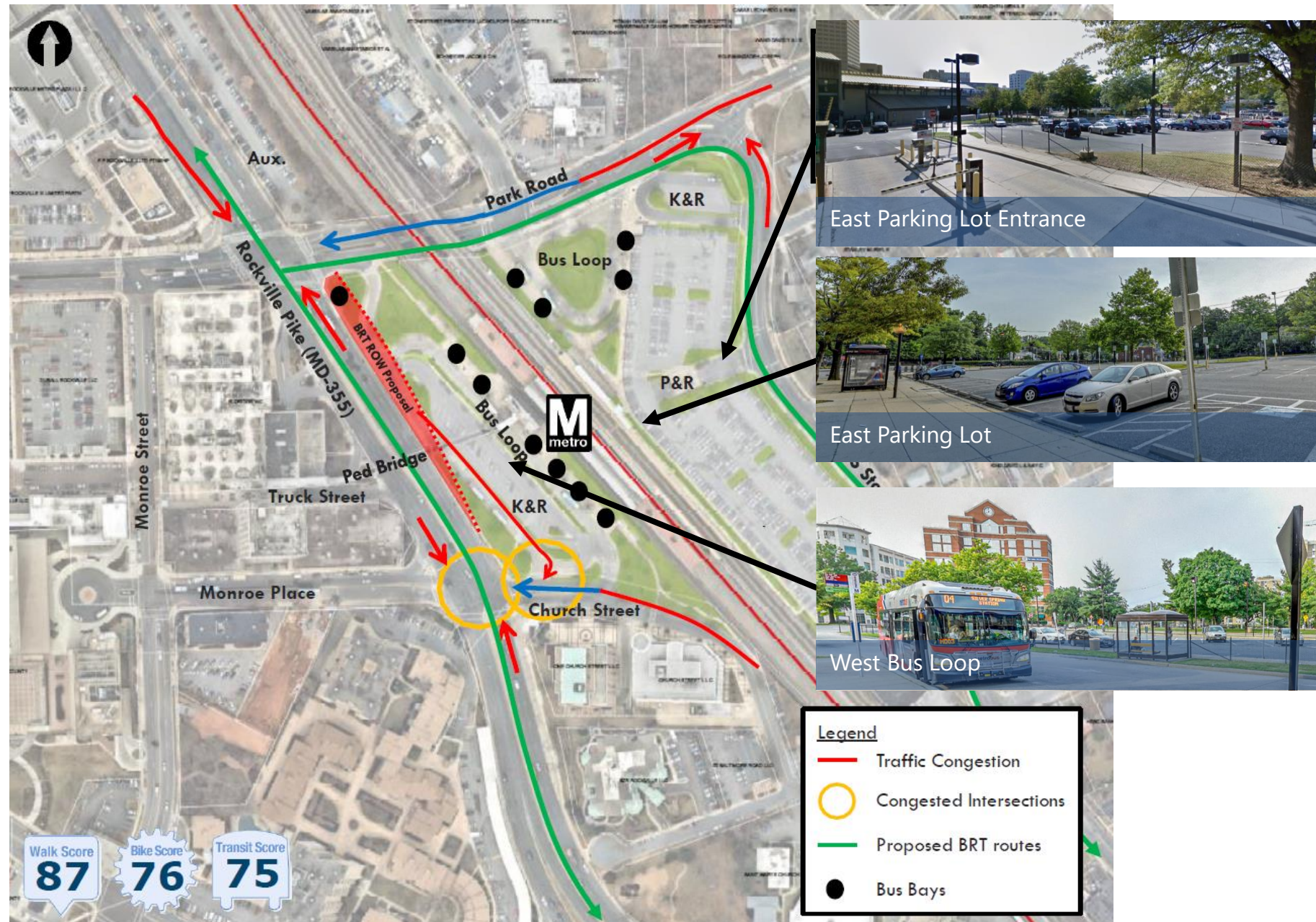
- Intimidating pedestrian environment
- MD 355 physical and psychological barrier to pedestrian access
- Ped bridge has circuitous routing, underutilized

#### Opportunities

- Reconfiguring / right-sizing station components to create welcoming and comfortable ped experience
- Momentum from Town Center planning efforts



# Current Station Environment



## Station Conditions

- Traffic congestion
- Constrained bus operations
- Not pedestrian / bike friendly
- Disconnected from Rockville Town Center
- Lack of connectivity between east and west sides





INTRODUCTIONS AND STUDY OVERVIEW

VISIONING WORKSHOP

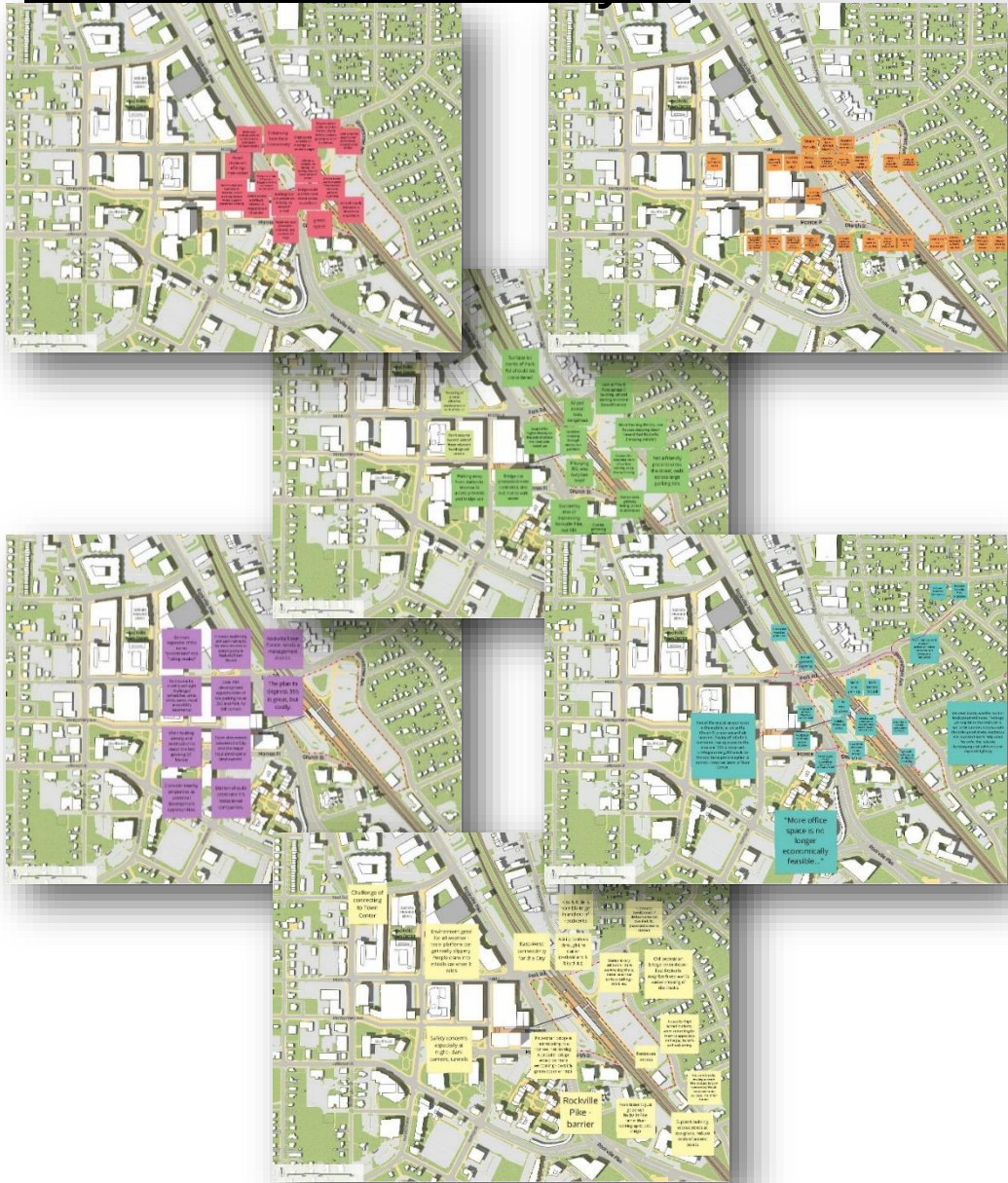
**WHAT WE HEARD**

NEXT STEPS

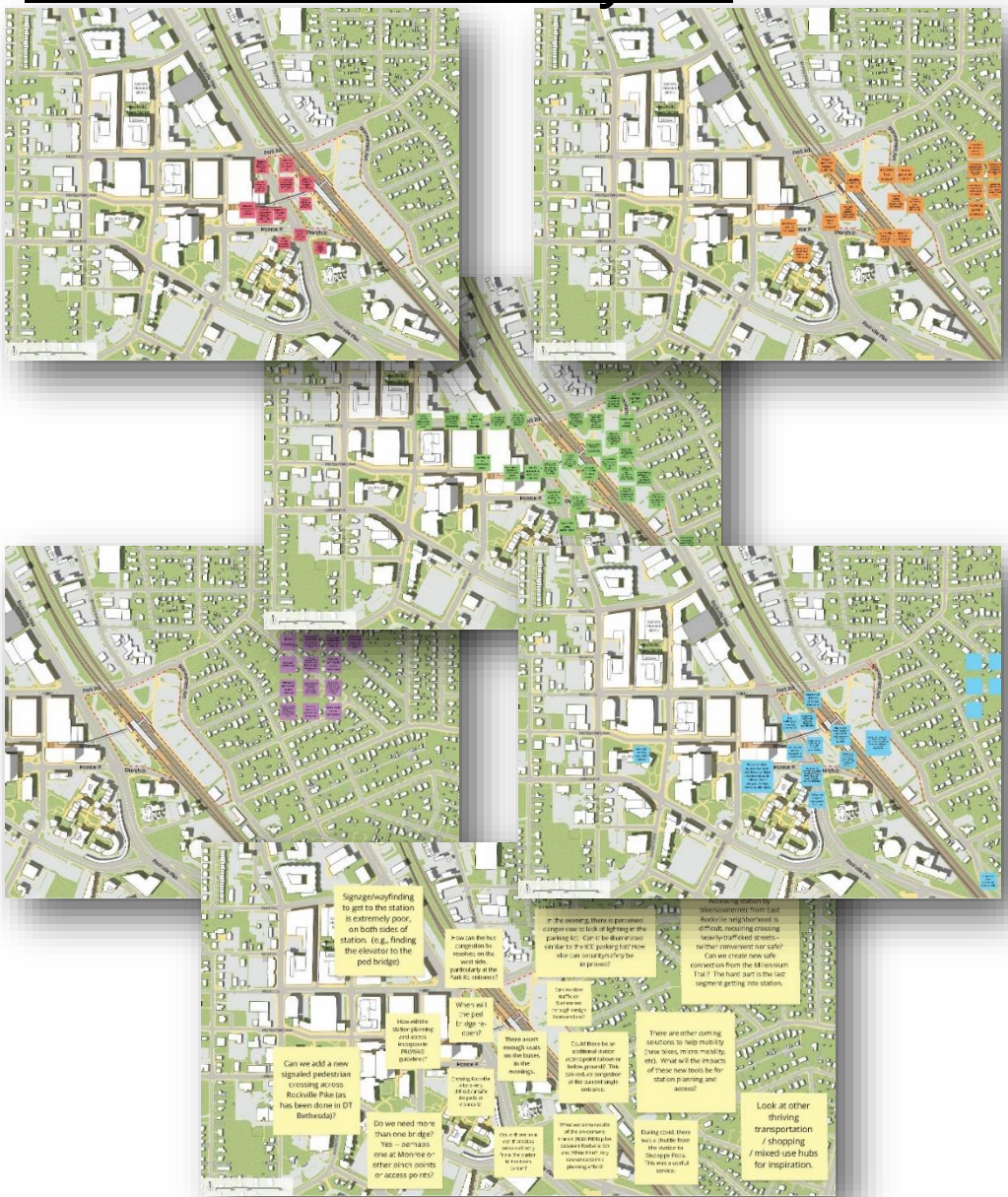


# Comments on Existing Conditions

## Session One – May 4



## Session Two – May 15





# Sample Comments: Session Two – May 15

Signage/wayfinding to get to the station is extremely poor, on both sides of station. (e.g., finding the elevator to the ped bridge)

How can the bus congestion be resolved on the west side, particularly at the Park Rd entrance?

In the evening, there is perceived danger due to lack of lighting in the parking lot. Can it be illuminated similar to the ICC parking lot? How else can security/safety be improved?

Accessing station by bike/scooter/etc from East Rockville neighborhood is difficult, requiring crossing heavily-trafficked streets - neither convenient nor safe? Can we create new safe connection from the Millennium Trail? The hard part is the last segment getting into station.

Can we slow traffic on Stonestreet through design interventions?

When will the ped bridge re-open?

How will the station planning and access incorporate PROWAG guidelines?

Can we add a new signaled pedestrian crossing across Rockville Pike (as has been done in DT Bethesda)?

There aren't enough seats on the buses in the evenings.

Could there be an additional station access point (above or below ground)? This can reduce congestion at the current single entrance.

There are other coming solutions to help mobility (new bikes, micro mobility, etc). What will the impacts of these new tools be for station planning and access?

Crossing Rockville pike is very difficult/unsafe for peds at Monroe St.

Do we need more than one bridge? Yes – perhaps one at Monroe or other pinch points or access points?

Could there be a van that takes people directly from the station to the town center?

What were the results of the on-demand transit (FLEX RIDE) pilot between Rockville Stn and White Flint? Any relevance to this planning effort?

During covid, there was a shuttle from the station to Giuseppe Pizza. This was a useful service.

Look at other thriving transportation / shopping / mixed-use hubs for inspiration.



# Categorizing What We Heard

## Workshop Sticky Notes

98

Sticky Notes  
In Session 1

104

Sticky Notes  
In Session 2



## Thematic Topic Areas

Connectivity

61 Comments

Development

74 Comments  
Multi-Modal

Transit

56 Comments

Safety

14 Comments

# Survey on Station Opportunities

1. Strengthen **connectivity** between the east and west sides of the station
2. Improve station **accessibility and safety** for walking and rolling mode of travel (bicycles, scooters, etc.)
3. Realize **mixed-use development** opportunities on the east and west parcels, including housing and retail
4. Attract **new jobs** and enhance the **economic competitiveness** of Rockville
5. Reduce **traffic congestion** impacting bus operations
6. Create a high-quality **multi-modal transportation hub** with comfortable, intuitive access and connections between Metrorail, commuter rail, bus, & future Bus Rapid Transit
7. Reduce the footprint of **parking** on the site by accommodating future parking needs more efficiently in garages
8. Create a more **welcoming experience** for the existing or replace pedestrian bridge
9. Establish the station as an **iconic gateway** for Rockville through station beautification, such as public art, paintings, natural features, welcome building design, and clear signage

# Feedback about Station Opportunities

<b>66%</b>	Improve accessibility and safety
<b>63%</b>	Iconic “gateway” for Rockville
<b>56%</b>	High-quality multimodal transportation hub
<b>41%</b>	Welcoming pedestrian bridge experience
<b>31%</b>	Strengthen connectivity
<b>25%</b>	Mixed-use development
<b>13%</b>	Attract jobs and enhance economic competitiveness
<b>6%</b>	Reduce traffic congestion
<b>3%</b>	Minimize parking footprint



# Other City Policies to Consider

## 2001 Town Center Master Plan

### Goal

Create a daytime, evening, and weekend activity center that is

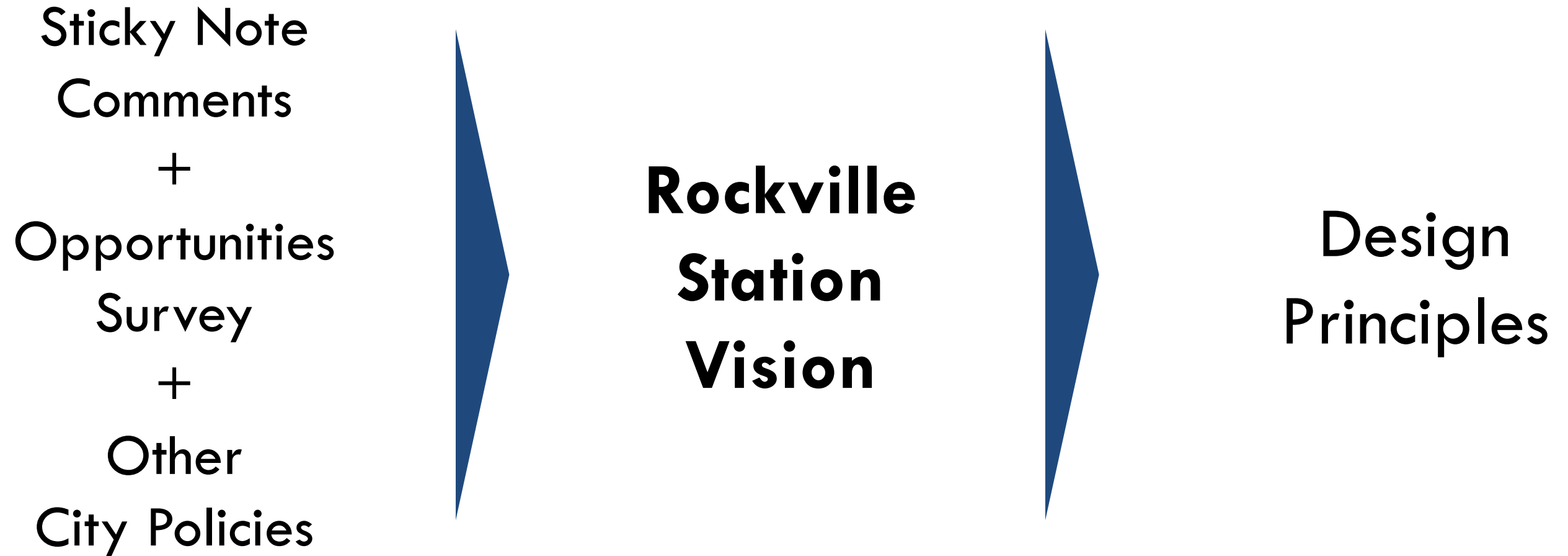
- Easily identifiable
- Pedestrian-oriented
- Incorporates a mix of uses and activities

## DRAFT 2020 Rockville Comprehensive Plan

### Key Issues for Rockville Town Center

- Commercial vacancy
- Wayfinding
- Pedestrian safety
- Parking
- Transit access and connectivity
- Bus Rapid Transit (BRT) impacts
- Inadequate parks and open space
- Integration of government facilities

# Applying the Community's Input



# Proposed Vision

Rockville Station will become an iconic gateway and multi-modal hub that connects the greater area and enhances the experience of downtown Rockville as a destination



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Rockville Station will become an iconic gateway and multi-modal hub that connects the greater area and enhances the experience of downtown Rockville as a destination.

# Design Principles

- Maximize connectivity and safety for commuters and residents
- Provide convenient access to transit
- Create an attractive station environment that encourages ridership
- Improve wayfinding and integration of the site with the surrounding areas
- Accommodate a mix of uses and amenities
- Support economic development



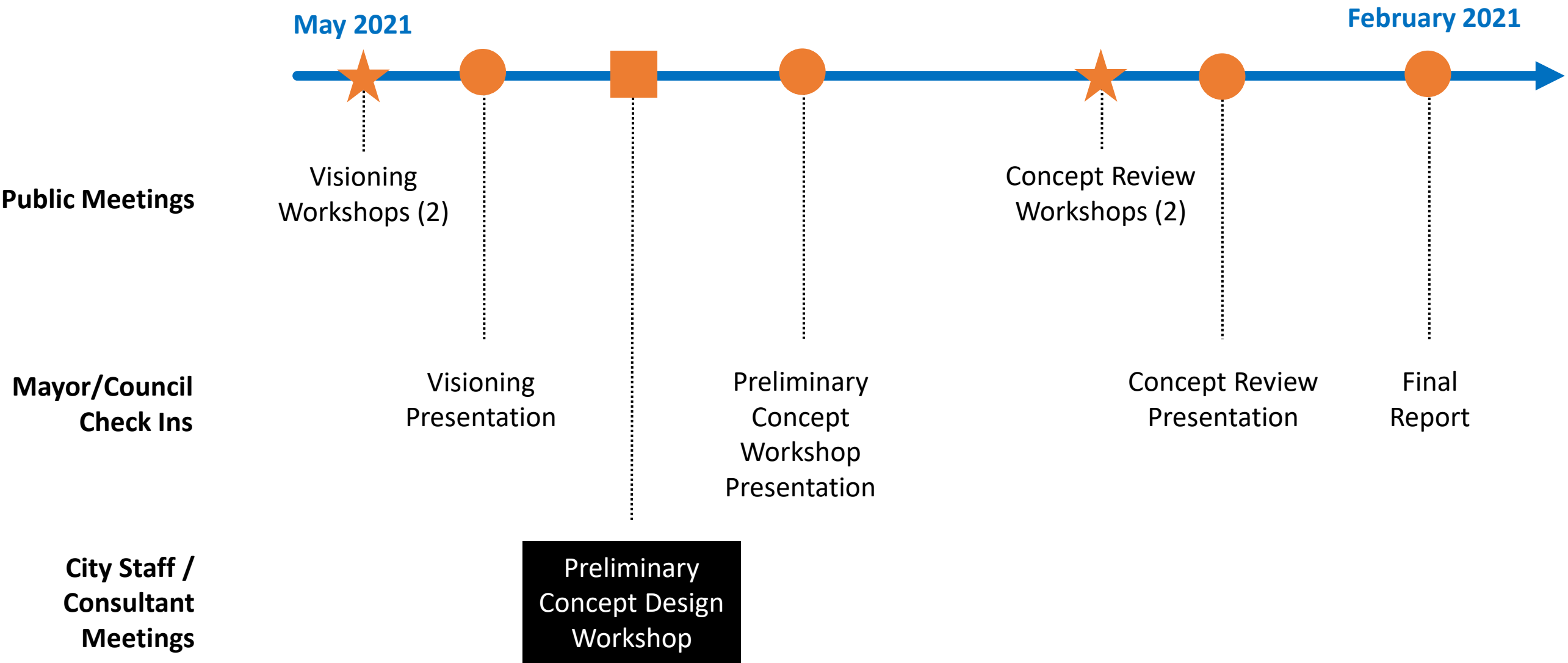
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# Project Schedule



# Preliminary Concept Design Workshop

**Date:** July 14

## Framing

- Assemble subject matter experts to develop preliminary concepts for evaluation
- Use information gathered from public meetings as a foundation
- Visualize “sketch” forms quickly and use stickies/blocks to ideate based on site needs
- Have no pre-baked schemes, but base maps / metrics to guide discussion

## Goal

- Come out of workshop with **three concept ideas** for feedback and evaluation

Concepts developed in coordination with the ‘Technical Working Group’ will be brought back to the Mayor & Council and the Rockville community for review and feedback.





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